



Information & Operations Manual for
Bavaria 36 2011
“Swift”

Welcome



Welcome to Horizon Yacht Charters and your Bavaria 36 "Swift". We hope you had a pleasant journey and are looking forward to a fantastic holiday and some of the finest sailing in the world here.

This manual is here to guide you through the in's and out's of your yacht. Please take the time to read this manual and don't hesitate to ask any of our professional, friendly staff if you have any questions.

All of the yachts in the Horizon fleet are maintained to the highest standards so that you may enjoy a trouble free vacation, on a beautiful yacht. Please remember that these yachts are all privately owned and we ask that you care for it like it was your own.

Best wishes for a great vacation,

Sylvia and Andrew
Directors

Office Hours:

Monday – Sunday 08:30 – 17:30

Telephone: (284) 494 8787

Duty Manager: (284) 542 8788 (Emergency Only)

Contents:

- 1. Yacht Specifications**
- 2. 12 volt panel, 110 volt breakers, & Battery Shut-Offs**
- 3. Inverter**
- 4. Daily Engine Checks**
- 5. Engine Start Procedures**
- 6. Batteries & Battery Switches**
- 7. Instruments**
- 8. VHF procedure**
- 9. Anchoring, the Windlass, & Picking Up a Mooring Buoy**
- 10. Fresh Water System**
- 11. Showers**
- 12. Heads**
- 13. Refrigeration**
- 14. Propane System, Using the Stove, and the BBQ Grill**
- 15. Fire Safety**
- 16. Bilge Pumps & the Emergency Tiller**
- 17. Dinghy and Outboard**
- 18. Swim Ladder**
- 19. Air Conditioning**
- 20. Troubleshooting Guide**

1. Yacht Specifications



| | |
|--------|-------------------------|
| Length | 37'1" |
| Beam | 12' |
| Draft | 5'4" |
| Fuel | 40 gallons |
| Water | 96 gallons |
| Engine | 29 hp Volvo Penta D1-30 |

Location of:

- Fresh water refill (port transom) (bow)
- Diesel refill (starboard transom)
- Manual bilge pump (in cockpit)
- Propane tank (port cockpit)
- Windlass breaker (behind port saloon seating)
- Emergency fuel shut-off (stbd aft cabin under bunk)

2. The 12 volt Panel

Use the up and down switches (top left) toggle through your water tank gauge, your battery voltages, and your holding tank alarm (alerts at $\frac{3}{4}$ full).

The following functions are controlled by the 12v panel:

Top row functions from left to right:

Compass light
Navigation +instruments & Autopilot
Stereo System
Windlass
Not in Use

Middle row functions from left to right:

Fresh Water Pump
Shower Drain
12v Panel Backlight
Not in Use
Fridge

Bottom row functions from left to right:

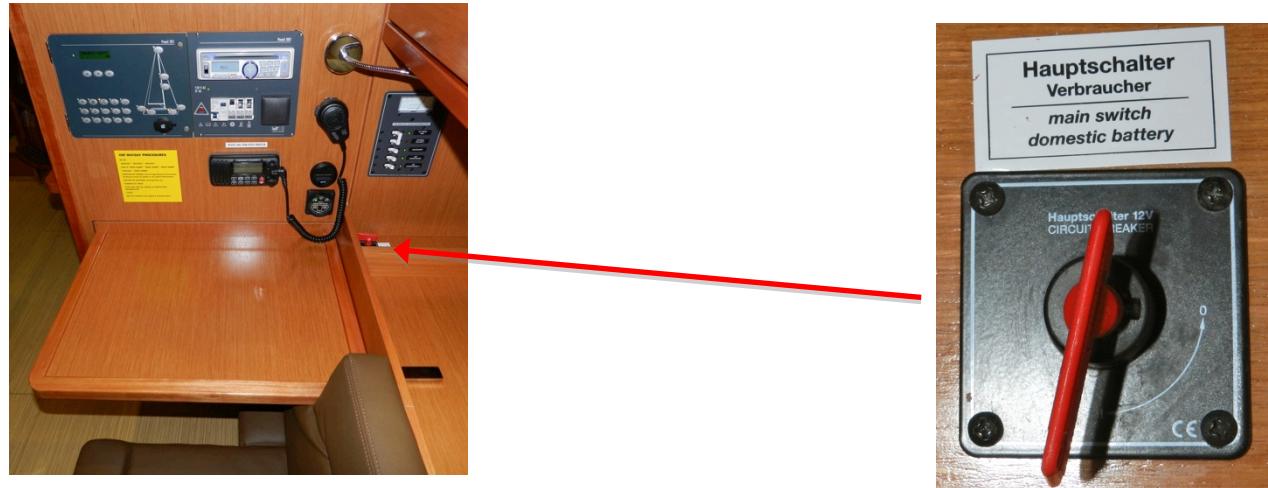
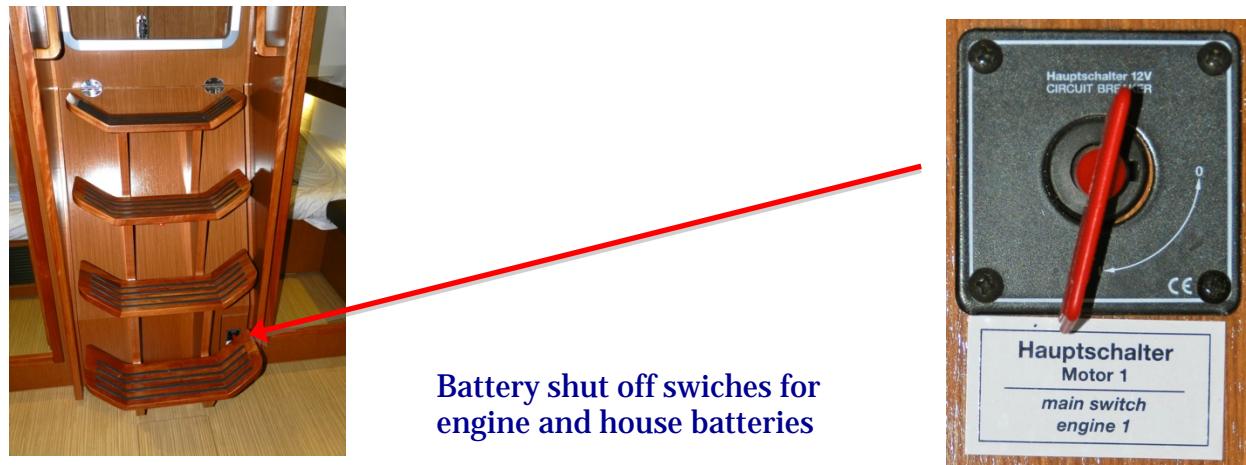
F1 & F2: Not in Use
F3: Secondary Bilge and Fridge Drain
F4: Cockpit light
F5: Anchor and Deck Washdown pump



110v Breakers & Battery Shut-Offs



The 110v outlets will operate while you are plugged into shore power. Your yacht is equipped with a power inverter that enables you to have 110v power while away from the dock. See section 3 (Inverter) for details.



3. Inverter

Your yacht is equipped with a 1500 watt power inverter (12v DC to 110v AC) that allows you to have 110v power when you are not connected to shore power. The inverter is located underneath the charter table and is turned on by a red switch on its face. The two 110v sockets on the inverter then become active.

Switch the inverter off when you are not using it to help preserve battery power.



To avoid additional drain on your batteries, while operating electrical appliances off the inverter the engine should be turned on and idled at 1400 rpm.



4. Daily Engine Checks

PRIOR TO STARTING ENGINE EACH DAY:

Check the oil level using the yellow dipstick located to the left rear of the engine. The level should be at least halfway between the empty and full marks. To add oil, open the black oil filler cap on top of the engine.

To the rear of the engine is the sea water strainer.

To the front right of the engine is the engine coolant reservoir. The coolant level should be between the maximum and minimum lines.

Check for any engine leaks or bilge water below the engine.

Check the belt for wear and correct tension (no more than 1" of give when pushed inward).

KEEP HANDS CLEAR OF ALL MOVING PARTS

ANY PROBLEMS: CALL HORIZON

Add oil here

Discharge of Oil Prohibited

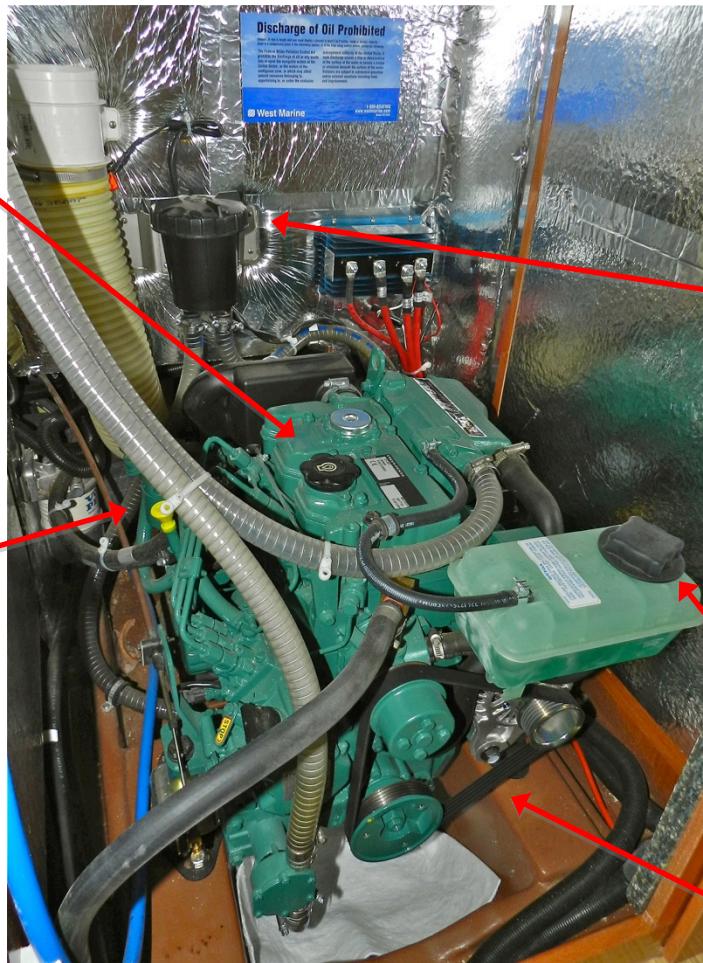
West Marine

Raw water strainer:
Please do not touch
this unless instructed
to do so

Yellow oil dipstick:
Check when engine is
cold, wipe, then check
again (like a car)

Coolant reservoir:
refill coolant here

Alternator belt



5. Engine Start Procedures

Check the engine every morning before starting as instructed in section 4.

Make sure engine is in neutral.

Press the ignition switch (allows power to the starter). Press and hold the start button until you hear the engine turn over and begin running, then release the start button. IMMEDIATELY check over starboard side to make sure you have water coming out of the exhaust.

To stop the engine, press and hold the stop button until the engine has stopped.

An alarm will sound after you stop the engine, alerting you that the ignition is still on (and that you will drain your starter battery if you do not shut it off). Press the ignition button once more to turn off the ignition and the alarm.



Should you hear an engine alarm during operation, check the tachometer to identify the reason for the alarm (overheating, oil pressure, etc) then immediately shut down the engine and CALL HORIZON

All our yacht engines run with diesel fuel. There is a diesel fill cap on the transom that is clearly marked "DIESEL"....DO NOT PUT WATER OR GASOLINE IN HERE

6. Batteries

The systems on your yacht are all 12 volt. The batteries will need to be recharged as often as you deplete them. Conserving power will result in less time needed for charging, so turn off systems that are not actively being used.

Your yacht has two battery systems that are isolated from one another: an engine battery to start the engine and a house battery bank to run your 12 volt systems. To check the levels of each, use the up and down buttons (below the LED display) on the 12v instrument panel.

Your batteries will charge when the engine is running at 1400 rpms or more, whether sitting at a mooring or motoring to a destination. Check the battery levels and make note of them before turning on the engine.

Run the engine at 1400 rpms or more for a minimum of 1 – 1 ½ hours **twice a day**.

To check the resting battery level, shut the motor off and wait 15 minutes before checking (they will remain in an excited state for about 10 minutes after shutting the motor off).

The house system should come to rest around 12.8v and then slowly get lower. When the system gets to 12.2v you should start planning to recharge the batteries soon.

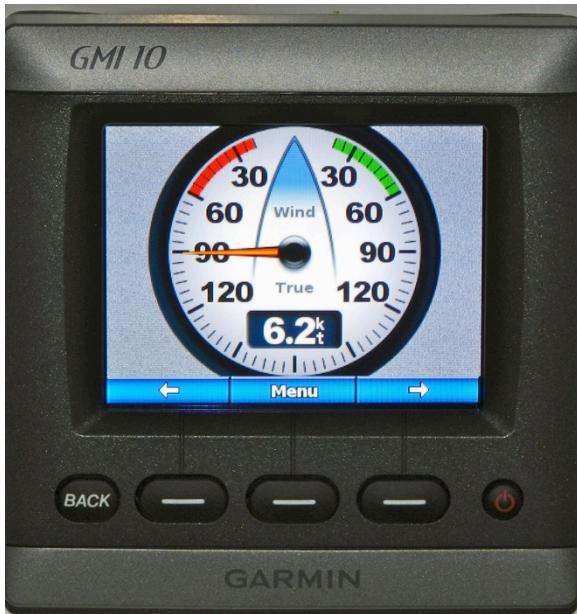


To rev the engine at 1400 rpms without engaging the propeller, put the engine in neutral. Push in the black button at the base of the throttle/gear shift arm while increasing rpms to the desired level.

7. Instruments

Your yacht is equipped with the following instruments on board at the helm.:

Garmin GMI 10 (windspeed, depth, and more), GHC 10 (auto-helm), and GPS Map 4008. There is also a ship's compass located at the helm.



Use the left and right arrows on the GMI 10 to go through pages of information such as: wind speed and direction; depth and heading; sunrise, sunset, temperature and barometric pressure; and more.

Notice on the GHC 10 display that, just under the heading numbers, is a bar that indicates rudder position with a small diamond (hard to starboard in this picture).



8. VHF Procedures

Your vessel is equipped with an ICOM M412 Marine VHF and is hard-wired to the battery.



Familiarize yourself with the VHF controls, particularly switching channels, the volume and squelch knobs, the button for channel 16, and the distress button under the red plastic cover.

Using the VHF:

- Make sure the radio is on, volume turned well up, power to high (unless the station you are calling is quite close), and that you are tuned to the correct channel.
- Turn the squelch knob slowly clockwise until the loud static hissing *just* stops.
- Press push-to-talk button on mike handle and hold while speaking. Release *immediately*. You will not receive transmissions and will clog the channel if you do not release the button.

If no response, wait two minutes and repeat the call. If still no response, wait a further two minutes before trying again. If calling on channel 16, it is very important to switch to a working channel after contact is established. Do not use channel 16 for your conversations – it is for hailing and distress only.

Channels to Use:

- 16 Hailing and Distress: if used to hail, immediately switch to a non-commercial working channel upon contact
74 Monitored by Horizon Yacht Charters (usable only when in range)
12 Yacht Charter Companies working channel – assigned for yacht breakdown servicing and emergency only
68 Marinas and Yacht Clubs
06, 68, 77 – Ship to Ship: Non-commercial working frequencies for use by general traffic. After contacting your party on 9 or 16, switch to one of these channels to communicate
CH/WX 06 for local marine forecast (transmission alternates between English and Spanish)

In the event that your vessel is involved in a non-life threatening incident with an object or with another vessel, it is important that you contact the Horizon Office immediately at 494 8787 or 542 8788. Please remember to get as much information as possible about your location, the other vessel's description and what damage has been done to your vessel so that we can best assist you.

Failure to report any accidents or incidents in a timely manner may result in nullification of your hull damage insurance.

Types of Emergency:

In the unlikely event that you are involved in an emergency, stay calm and follow these steps. You will also have an Emergency procedure card next to your VHF.

Distress: “MAYDAY MAYDAYMAYDAY” – This is an international distress signal and an imperative call for assistance. It is used **only** when a life or vessel is considered to be in grave and imminent danger.

Mayday Relay: used to summon help for a vessel which is either too far offshore to contact the coastguard directly, without radio capabilities, or whose radio has been damaged or destroyed.

Urgency: “PAN-PAN, PAN-PAN, PAN-PAN” – This is the international urgency signal and is used when a vessel or person is in some jeopardy but is not considered to be in grave and imminent danger.

Medical Emergency: “PAN-PAN MEDICO, PAN-PAN MEDICO, PAN-PAN MEDICO” (pronounced “med-ick-oh”) – This is an international urgency signal for summoning medical advice

Safety: “SECURITE, SECURITE, SECURITE” (pronounced “seh-cure-it-tay”) – This is an international safety signal with a notice about some aspect of navigational safety or a weather warning.

Also listen for “SEELONCE” calls, which call for radio silence so that emergency communications may be carried out swiftly and without interruption. “PRUDONCE” relaxes “SEELONCE” calls.

How to issue an emergency message:

Select channel 16, press and hold push-to-talk transmit button on handset

Say slowly and clearly “MAYDAY, MAYDAY, MAYDAY”

“This is Sailing Vessel SWIFT, S/V SWIFT, S/V SWIFT”

Give position in latitude and longitude or nautical miles from and bearing to a navigational landmark

Describe emergency – state the nature of the problem (fire, sinking, man-over-board, etc), the type of assistance needed, number of people aboard, and describe vessel (36', white hull, sloop)

Wait 1 minute for a response then repeat message if unanswered

ALTERNATIVELY: Dial either 767(SOS) or 999 from any BVI cell phone or call 494-HELP (4357)

9. Anchoring & the Windlass

Dropping the Anchor:

Preparation:

- Establish a non-verbal communication system for signaling between the helmsman at the stern and the fore-deck grunt at the bow, necessary because the noise of wind and the engine will likely make verbal communication difficult and frustrating. Agree upon hand signals to indicate direction-to-go, slowing down, putting engine in neutral, stopping the boat, anchor in the water and clear of the water (to gauge risk of anchor swinging into bow), and anchor free of the bottom.
- Tie the dinghy painter close to the boat at the bow or amidships to avoid wrapping the line around the propeller and losing the use of your engine!

Location:

- Consider: bottom composition, depth, swing room, shelter from wind and waves, lee shores (being blown onto shore), tide (and its effects on depth), current, and rights of the anchorage (first boat there sets the standard)
- Choose a clear area to anchor, ideally in 12-15 feet, with plenty of swing room.
- Make sure not to anchor on a lee shore. Ensure the nearby land mass is protecting you from the elements and that you are not being pushed onto the shore. **A lee shore is the most dangerous place to anchor your yacht.**

Actions:

- Manually lift the anchor over the bow roller and feed out the chain so the anchor is just above the water's surface (but not in risk of swinging into the bow).
- Use the elements – approach from downwind or down current, whichever prevails.
- Once the yacht has bled off its forward momentum, use the electric windlass to drop the anchor. Pay out chain as the elements push you back away from the anchor, but do not drop all your chain in a pile or it will tangle and bind.
- Use minimum scope of 5:1 (chain to water depth). In heavy weather, you may want to increase your scope, always ensuring that your swing area is clear of any obstacles.
- Engage engine astern (reverse), slowly building up to 1500 rpm to drive your hook in. Use 200 rpm increments and take transits* at each setting to ensure you're not dragging before increasing rpms to next increment.
- Once set, put the engine in neutral and watch your transit sight – the boat should move forward noticeably. It is always advisable to snorkel the anchor to ensure it is bedded correctly.

Attaching the Snubbing Line:

- Once you have set your anchor you must attach the snubbing line. The snubbing line protects the windlass and improves the anchor's holding ability, so it is important that you attach the snubber every time you set the anchor.
- Attach the hook around the chain link (the hook is too big to go through the link) and cleat off the bitter end of the line to a bow cleat. Pay out enough chain so that the snubbing line is taut, holding the full weight of the boat, and the chain bellies slack. If the hook falls off the chain, it means there is not enough slack: reattach the hook then let out chain once again until the snubbing line is taut.

Setting a Secondary Anchor:

- If a secondary anchor is required, for instance when concerned about wind shifts and swing room, deploy the primary anchor as above and ready the secondary at the bow. Drive the

* Taking transits: sight points on shore to check vessel's relative movement. See glossary for more on transits

boat forward 45° angle to the primary. Once in line with the primary, deploy the secondary and allow the elements to push you back. Set the secondary with 1500 rpm astern as with the primary. You may also use the dinghy to drop your second anchor.

Retrieving the Anchor:

- Agree upon a non-verbal communication system between the helmsman and the person on the fore-deck. For instance, a fully extended arm from the fore-deck indicates what direction to steer, a closed fist indicates neutral, a “hang loose” gesture indicates anchor’s off the bottom.
- At the direction of the fore-deck crew, drive forward slowly towards the anchor and begin taking up the chain **only when it hangs directly down from the bow roller** so that you don’t try to pull the boat forward using only the windlass. If the chain trails out ahead, motor forward more until reactivating the windlass. If you’ve driven past the lay of the chain so that it leads back under the boat, signal to the helmsman to put the motor in neutral, then simply wait for the wind to push the boat back down and it will settle pointing directly at the remaining line of chain.
- Be very careful returning the anchor onto the bow roller after it crests the water. It can be done with the windlass, but it is usually safer to pull it by hand from the top of the water back onto the bow roller to reduce the risk of the anchor swinging into the bow.

Manual Operation of the Windlass:

If you lose power to your windlass, start the engine and give it some revs to make sure the problem is not just low battery voltage. Then make sure the windlass breaker button on your 12v instrument panel (the icon of the anchor) is in the “on” position. If there is still no power, you can operate the windlass manually.

To drop the anchor, insert the windlass handle into the octagonal fitting on the right side of the windlass.

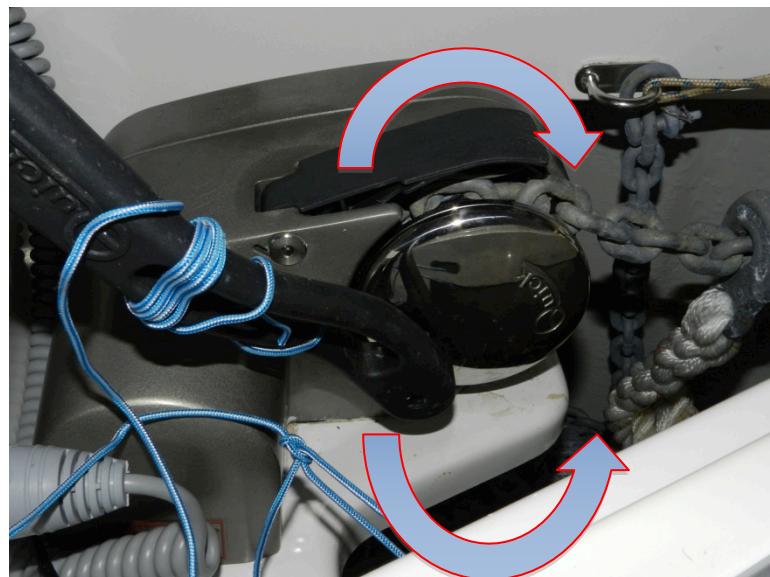
Continue to pull back on the windlass handle, so that the brake cap loosens (the cap is called a ‘gypsy’). Your anchor is now ready to drop.

Remove the safety line and lower the anchor over the bow, keeping hands and feet clear. Control the rate the chain pays out by tightening or loosening the brake with the windlass handle.

When you have paid out sufficient chain (5-8 times the water depth), push the handle forward and tighten the brake. Set the anchor at 1500 rpm astern as explained above. If you drag, pay out more chain, and try to set the anchor again. When the anchor is set, fit the snubbing line and cleat it off, then release the chain by loosening the gypsy as above so that the load is taken up on the snubbing line.

clockwise tightens

counter-clockwise loosens



There is a high amperage fuse that will blow if the windlass gets overloaded. **The fuse is located on the port side of the salon, behind the back rest of the salon cushion.** There are two large fuses next to each other; the anchor windlass fuse is the smaller of the two and is 63 amps.

You can tell if the fuse is blown if the small red tab has popped up. Compare the fuse you have removed with the one in the chart table. To replace, first turn windlass switch off on the 12v panel, pull the blown fuse straight out and replace with the new one that is located in the chart table.

If you have any doubts or concerns, please call Horizon first. Before replacing the fuse, however, ensure that the windlass breaker on the 12v panel is switched on, and that the green light is not illuminated. If it is illuminated, this indicates that the fuse is NOT blown, and that the yacht battery power is too low to run the windlass. Please run the engine at 1500 rpm for 15 min, and try again. If the windlass still refuses to operate, please call Horizon.



Picking Up a Mooring Buoy

Ensure the dinghy painter is tied off short on the bow or amidships and is clear of the prop.

Have a crew member on the bow to pick up the mooring pennant with the boat hook. The bowman should ready a line from each bow cleat to slip through the eye of the mooring pennant.

Approach the mooring keeping the bow into the wind or current, whichever prevails. The bowman will direct the helmsman to the mooring, using an already established non-verbal communication system (a good one is to use the boat hook held high like a javelin to point at the buoy to indicate direction and also distance by the angle of the hook). Catch the pennant line with the boat hook, run one of the bow lines through the pennant eye and **back to the same cleat**.

Once at the mooring, inspect the buoy and pennant for any signs of wear and tear – if you are unsure about a mooring buoy's integrity, choose another location to moor up.

Checking clear behind you, reverse slowly up to 1500 rpm to ensure the mooring is secure.

Once set your mooring buoy will be attached either on the port or starboard cleat and the yacht will head up into the wind. Remember to centralize the wheel and lock it in place to avoid the yacht sailing around the buoy or the rudder clanging.

Next, attach the second bow line directly to the mooring ball. There will be a metal ring at the top of the ball or a shackle just underneath the ball. Use the line from the opposite bow cleat and if possible run the line through the ring or shackle and back to the same cleat. It is always easier to do this from the dinghy. Do not try to make the lines of equal length. The first line should be taking all the weight of the boat.

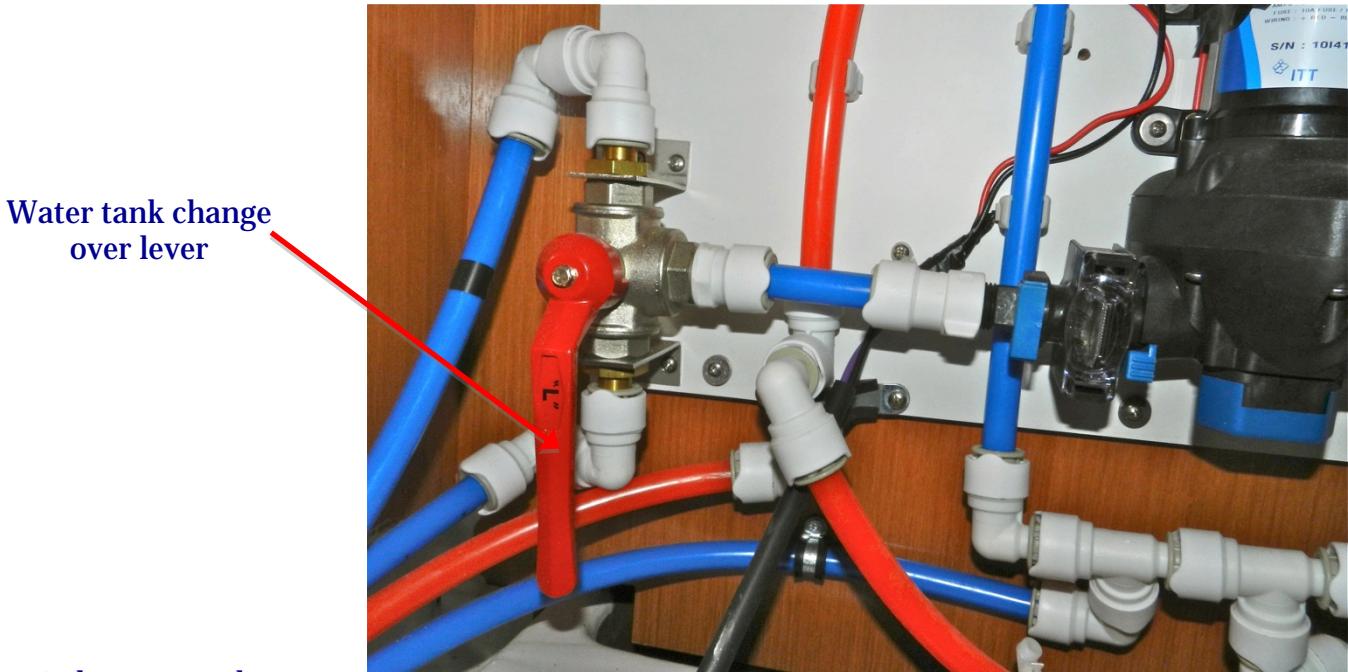
To depart, release the back up line first. Slowly motor the boat forward to create slack, then release the line from the cleat and allow the pennant to slip from the line into the water. Fall back with the wind or current and wait until you can see the mooring buoy and pennant well clear before engaging the propeller.

10. Fresh Water System

Your yacht has a water capacity of 96 gallons split between two tanks. Use the up/down arrows underneath the LED display on your 12v panel to check the remaining water levels.

To use the fresh water system, turn on the fresh water breaker button on the 12v panel and open a faucet. When a tank runs out of water, the pump will run at high speed and the faucet will start to cough air. As soon as you notice this or hear the pump running continuously, immediately switch off the pump to prevent the pump from drawing more air into the system or the pump overheating. Use the up/down arrows on the 12v panel to confirm the tank is empty.

Before filling the tank, let the hose run for a few moments until the standing water in the hose has run out, then place the hose end into the filler, one located on the transom, one in the anchor locker. It is imperative to put water into the water deck fill only, NOT the diesel fill or holding tank.



To switch water tanks:

- Switch off water pump
- **The lever is located in the head in the cupboard under the sink.**
- The lever is not “on” or “off,” it is a three-way valve with two positions (vertical and horizontal), each one selects a tank: rotate the red handle 90° to select the other tank
- Switch on the water pump
- Run cold water at the galley faucet until it stops coughing and maintains a steady stream of water (approx. 45 seconds). This purges air from the system.
- Turn off the faucet. The pump will continue to run until adequate pressure has built up.
- If pump does not cut out, it may be necessary to repeat the purging process and open other faucets (particularly the one you were using when the first tank ran empty).
- If you have any problems, call Horizon.

11. Showers

Your yacht has a hot and cold, fresh-water shower in each head and on the transom.

If the engine has been running, the hot water can be extremely hot – be careful!

In order to use the showers, the fresh-water pump must be activated on the 12v panel. There is also a shower-drain pump switch directly to the right of the fresh-water pump on the 12v panel. Switch this on also.

As you shower, you'll notice that water will gather at your feet. To operate the shower-drain pump and pump out this water, push the black button below the water control for the shower and hold the button until the water is gone.

Transom Shower

The valve below the retractable shower head has two functions:

1. By turning the knob clockwise and counter-clockwise you can adjust the temperature of the water. Be careful – the water can be very hot. Test before showering.
2. By pushing the valve side-to-side, you can change the water pressure.

To use this shower head, simply pull it out and press the button on the back. If no water comes out, make sure the 12v water switch is on, the water pressure valve is in the correct position, and the shower hose is not kinked (accessed from the starboard aft cabin).



Shower-drain pump
press-button



Transom shower valve:
twist to change temperature,
move side-to-side to adjust flow



Button to operate
transom shower head

12. Heads

- **Nothing is to be put down the head unless it has been digested first.**
- Prior to use, move the lever to wet bowl to add water - 4/6 pumps.
- Pump out waste in the wet bowl position; this must be done when you are more than 1000 yards off shore.
- After the bowl has been cleared of it's contents, an additional 20 – 25 pulls on 'wet' bowl will flush the bowl and pipes and will keep your heads smelling fresh.
- Move lever back to dry bowl and pump the bowl and pipes dry, the lever must be left in dry bowl as leaving it in wet bowl will ingress water.
- Wherever possible please use the heads ashore as this keeps our waters nice and clean.
- **Blocked heads will be cleared at a cost to you of \$150.00 sewage fee, plus a technician's fee of \$75 per hour and the call out fee.**



13. Refrigeration

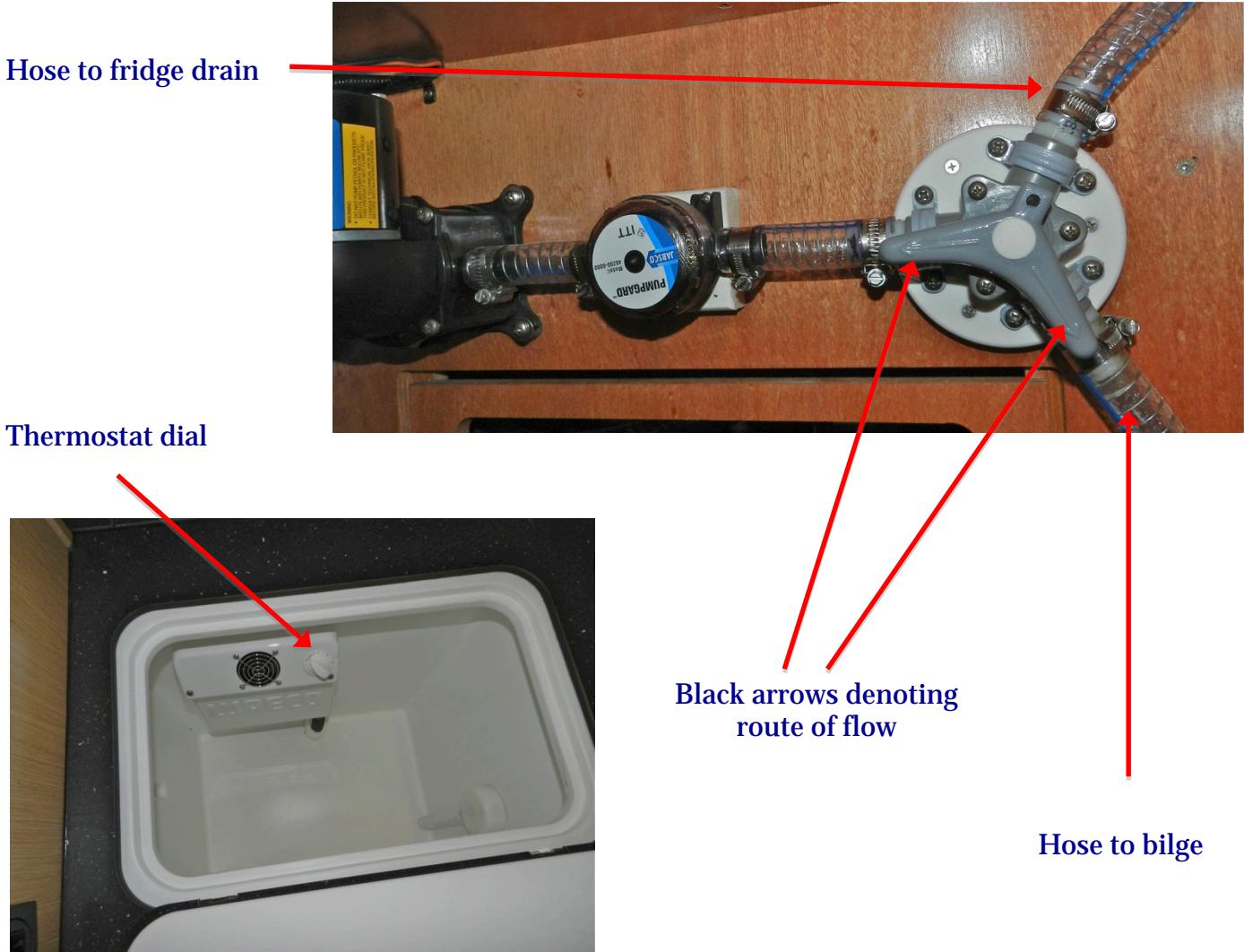
The system on this boat is an upgraded 12v refrigerator. This system is designed to run 24 hours a day if you wish. To ensure that it does not fail, there are two things you should do:

1. Keep your batteries charged. If the level goes below 12v, the system will malfunction.
2. DO NOT PUNCTURE THE COLD PLATE IN YOUR FRIDGE! Do not chip at the ice or use any other sharp items in the fridge. If something is frozen to the side of the fridge, DO NOT FORCE IT AWAY. Pour warm water on it if you need the ice to melt.

There is a thermostat in the fridge. It is a white dial with numbers on it going from 1 to 7. 7 is the coldest setting (match the number to the apex beside the dial). 5-6 usually works the best without the risk of freezing anything. However, if 7 is not cold enough, you may augment the system with a bag of ice. Also, the fuller you keep the fridge box, the better it will hold its cool.

Ask one of our staff for a deck cooler if you would like one for storing your drinks. This will keep the drinks cold and your refrigeration colder as people will not be going in it every 5 minutes for a drink. Note: do not use the cockpit table locker as a cooler as it is not insulated.

The fridge can be drained by pressing the F3 button on the 12v panel, but first make sure that the Fridge Drain/Secondary Bilge selector behind the trash bin is pointing to "Fridge Drain". It is a gray valve that allows the same pump to act as a back-up bilge pump or the fridge drain.



14. Propane and Stove

The propane tank locker is located in the cockpit at the helm seat on the port side.

To use:

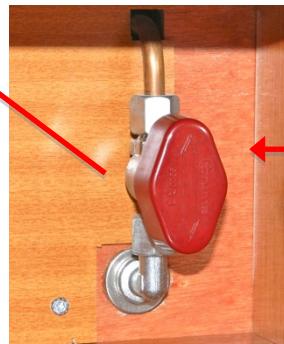
- Press the valve on/off button on the solenoid control panel above the navigation desk on the right. This supplies power then opens the solenoid on the tank.
- To light the stove or oven: push the desired knob in, turn it 90° counter-clockwise, and light the burner. Hold in the knob for 8-10 seconds before releasing. Make sure the flame goes all the way around the burner. Reduce any wind that may hinder this (close hatches if necessary). To light the oven, place the flame in the funnel at the bottom center of the oven or, if this fails, carefully reach in and light either side of the burner.
- Burner knobs from left to right: left burner, right burner, oven
- If you cannot get the burner lit, check the manual shut-offs. There are two: one on the propane tank in the cockpit and one in the galley in the cabinet to the left of the stove. Make sure both of those are open and try again.



Valve ON/OFF button



Oven latch:
push down
to open



Manual shut-off
in cabinet:
-parallel is open
-perpendicular is closed

The 12v solenoid system is a USCG approved device. You do not need to shut off any of the manual valves unless you wish.

This boat is fitted with a Xintex S1-A propane detector and control system. This device will detect propane and any other noxious gas or fume. The propane "sniffer" is located in the bilge (propane is heavier than air and will sink into the bilge). The detectors are sensitive to several types of gas and will trigger the alarm if any are present. The alarm can also be triggered by moisture in the bilge. If the alarm sounds, it does not necessarily mean that the propane system is leaking, so don't panic!

In the event that the alarm goes off, follow these steps:

- Close the valve on the propane tank in the cockpit.
- Check the stove and surrounding area for the smell of propane and listen for any hissing sound like escaping gas or air.
- If detected, open up the bilges and hatches and point the boat downwind. Use the **manual bilge pump** to pump out bilges.
- Call Horizon immediately.

Under no circumstances should you use the electrical bilge pumps or any other electrical system if you suspect a gas leak.

The BBQ Grill

- When using the BBQ, tie your dinghy off at the side of the yacht, not off the stern
- Never use the BBQ while sailing
- Never use the BBQ on a dock
- Never change propane tanks when using the BBQ
- Make sure someone is always tending the BBQ when hot
- Call us if you have too much food



15. Fire Safety

Prevention is always the best answer to fire safety.

Always switch off the propane solenoid when stove is not in use.

Never leave the stove, oven, or grill burning unattended.

Never change propane tanks while barbecuing.

Never smoke below decks.

Never smoke when changing propane tanks.

Safely store any flammable liquids (charcoal lighter fluid, for instance).

Keep matches away from children.

Engine Compartment Fire:

In the event of a fire in the engine compartment, immediately shut off the engine and shut off the diesel fuel supply by turning the in-line valve perpendicular, just under the starboard aft berth. Use the fire extinguisher positioned closest to the companionway hatch steps (under the sink on your yacht) and insert the mouth of the extinguisher into the fire hole.



Pull the yellow key out.

Press down on the red button until all the contents of the extinguisher have been discharged.

Do not open the engine compartment! Even if you think the fire has been extinguished, dying embers can easily be re-ignited by a fresh supply of oxygen (air).



Open Fire:

Pull the yellow safety tab on the nearest extinguisher. Point the extinguisher at the base of the fire and press down on the red button to discharge contents. Generously cover the base of the fire, sweeping back and forth over the base area. Continue discharging the extinguisher until the fire is out.



Galley Fire:

Take the fire blanket out of its container.

Read the instructions for use carefully.

Ensure hands and limbs are protected from the fire by the blanket.

Carefully lay the blanket over the fire, laying the blanket away from you and keeping yourself protected at all times from the flames.

Once in place, leave the blanket until all the heat has gone from the scene of the fire, this way you can be sure that the fire has definitely gone out and will not re-ignite.

Smoke Alarm:

There is a battery operated smoke alarm mounted in the salon. This alarm will be triggered by smoke caused by cooking or other fires. Opening a hatch while cooking will allow ventilation and decrease the likelihood the alarm will sound during galley use. For safety purposes, the 9v battery should not be removed from the smoke alarm.

16. Bilge Pumps & the Emergency Tiller

Your yacht is equipped with one manual and two electric bilge pumps. The primary electric pump is automatic. The secondary electric pump is operated by the F3 button on the 12v panel, which also doubles as the fridge drain. The manual pump is located in the cockpit and will be pointed out to you during your briefing. See section 13 on refrigeration for instructions on changing from the fridge drain to secondary bilge pump.

The emergency tiller will be found in one of the lazerettes and fits into the rudderpost extension just after of the helm as shown below. Use it to control the boat if your steering fails.



Manual bilge pump in cockpit and its pick-up



Primary and secondary bilge pumps



17. The Dinghy and Outboard

**The driver of the dinghy must be over 18 and must wear the kill cord at all times.
Never operate the dinghy under the influence of alcohol or drugs.**

Always tow the dinghy using a short line while motoring (to prevent fouling the propeller) and a long line while sailing. You may tow with the engine leg up to reduce drag: raise the motor when it is not running by putting the gear-shift lever in forward and pulling forward from the grip on the back of the outboard.

When going ashore for an evening's entertainment, designate a dinghy captain, someone who will bring the whole crew back to the boat safely while allowing the rest of the crew to enjoy a few local concoctions.

Operation:

- To start the engine, lower the motor into the water using the lever on the starboard side of the outboard (lift it towards you as lower the engine down – and mind your fingers!). Check that you are in neutral and **the safety cord is in place**. For starting an engine that has been at rest for more than a few hours, pull the choke out and set the throttle arm to idle. Face the engine and pull the start cord until it attempts to turn over, then immediately push the choke back in. Do not leave the choke in for more than a few pulls as **this will flood the engine**.
- **Only put engine in gear with the throttle at idle, and never switch directly from forward to reverse or vice versa – this will damage the engine!**
- To stop the engine, press the red button under the kill cord or pull the kill cord out.

Keep the kill cord with you to prevent anyone borrowing your dinghy. You have been provided with a dinghy lock and cable – use them.

When tying up to a dock, go to the leeward side of the dock to tie up and use your dinghy anchor off the stern to prevent the dinghy from going under the dock and capsized or damaged. Do not drag the dinghy onto a beach.

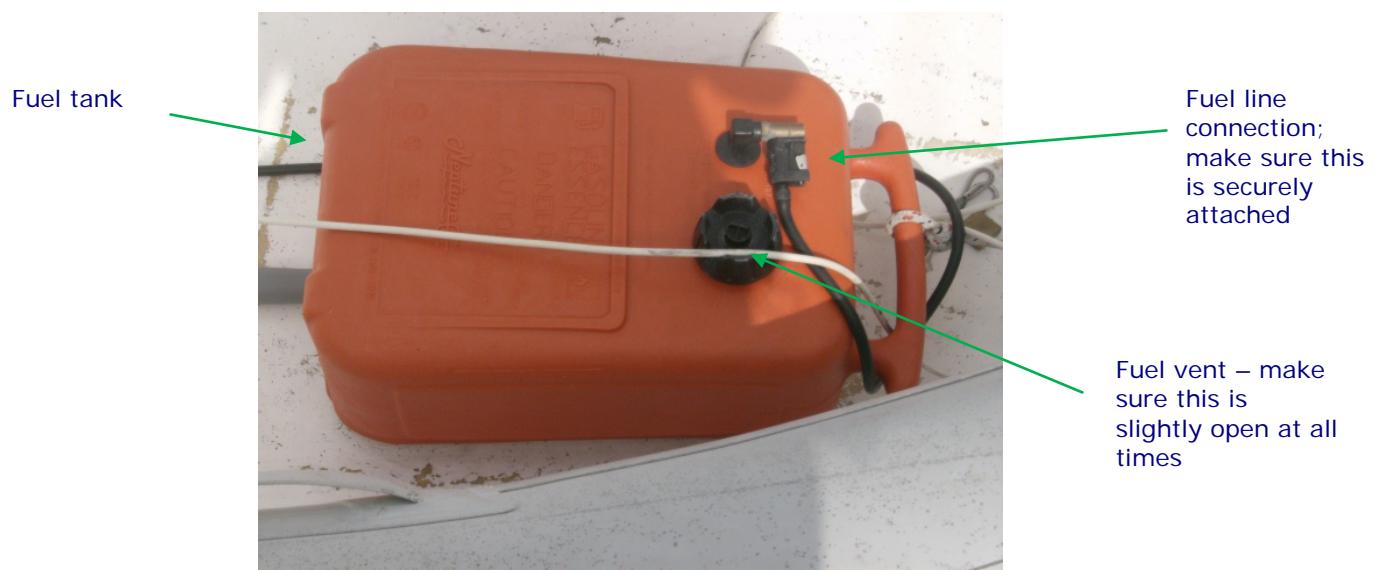
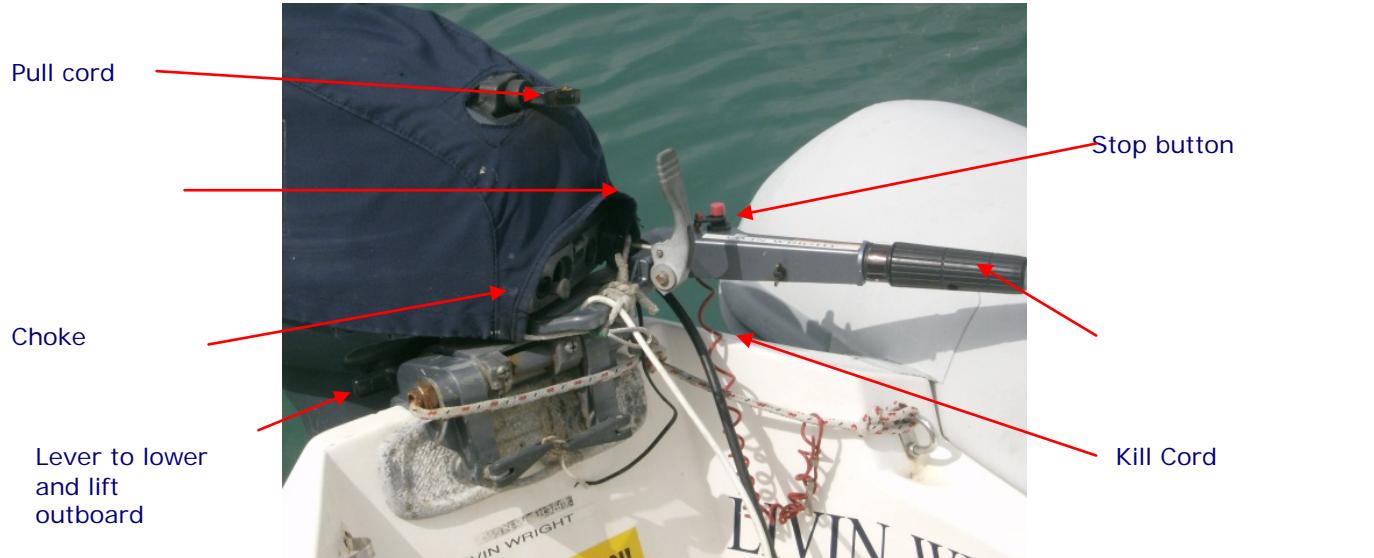
Do not speed in and around other vessels, both for courtesy and lest you get a speeding fine. Mind all speed limits, and never plane the dinghy while operating at night.

At night, an all around white light must be displayed along with red & green sidelights. It is always a good idea to have a flashlight with you: to show the way, warn other vessels of your presence and once ashore.

Wear the life preservers provided in the cockpit lockers when in the dinghy.

Refueling: the outboard is a 2-stroke. Mix in 3 ounces of 2-stroke oil per gallon of gas.

- GAS to OIL ratio, 1 Gallon = 3 ounces.



18. Swim Ladder

Your yacht is equipped with a retractable transom that also doubles as a transom seat when the transom is up. There is a removable swim ladder that is stowed in the port cockpit locker. While underway (sailing or motoring), the transom should remain closed. After you are securely anchored or moored, feel free to deploy the transom for a swim platform or easy access to your dinghy (though be careful not to let the dinghy hull ride up on the platform, which could damage both the dinghy hull and the platform). There is a lanyard attached to the swim ladder that enables you to secure the ladder while in use.

Always use the safety lanyard while using the swim ladder to prevent losing the ladder overboard.



19. Air Conditioning

Do not adjust the AC below 70 degrees otherwise the AC units will freeze up.

“Swift” has shore-side air conditioning. Hook into shore power before switching on any breakers, and make sure to shut off each unit individually and at the breakers before unplugging from shore power.

Starting the air conditioning:

- Check the voltage in is at least 110v using meter on breaker panel underneath cabinet to the right of the NAV desk
- Switch on AC Main breaker on panel, followed by Accessory (water pump), then the breakers for each unit
- In short: start at the top, work to the bottom (and shut unit off in reverse order)
- Each unit has an individual control that must be turned on and set to desired temperature

Using the unit control panel:

- Press the top left button to turn unit on or off
- Use the blue down arrow and up red arrow to set temperature
- Use the bottom left button to set fan speed



AC water intake seacock



The unit will automatically heat or cool until it reaches within a small range of the desired temperature. The display shows the ambient temperature when not being set.

AC water intake filter: close seacock and unscrew plastic ring on top to clean – do NOT do so unless asked to by HYC!



Bleeding the System:

Sometimes while sailing air will find its way into the water intake and effectively "lock" water from flowing to the units, meaning they cannot run as it is from this circulation of outside water that the units produce cool air. The head units will blink "HPF" (High Pressure Fault) and shut down when an air lock happens. First, *turn the head unit off or it may damage the unit!*

To bleed the air out of the water intake for the salon and aft units, go to the primary bilge just in front of the companionway steps. Open the red-handled valve, turn the AC water pump on, then start either the salon or aft cabin unit. Water and air will flow out of the bleed valve – wait until there is no more air coming out then promptly close off the bleed valve.

